



Presidio Parkway

The Doyle Drive Replacement Project



KARL NIELSEN/MTV



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Doyle Drive has been re-envisioned as the Presidio Parkway—a roadway tucked into the natural contours of the Presidio of San Francisco and the Golden Gate National Recreation Area, one of the nation's largest urban parks. The Presidio Parkway will be a regional gateway between the iconic Golden Gate Bridge and the city of San Francisco. The replacement of Doyle Drive with the Presidio Parkway is a collaborative effort led by the California Department of Transportation (Caltrans) and the San Francisco County Transportation Authority (SFCTA).

Originally built in 1936 as one of the New Deal projects, Doyle Drive had reached the end of its useful life after over 75 years of use. To ensure the Doyle Drive replacement project reflected community needs, a comprehensive public involvement and agency coordination program was conducted. Community consensus on the project's design was achieved in 2009 after years of intensive regional coordination, environmental review and interagency planning.

In 2009, \$122 million in federal stimulus funding from the American Recovery and Reinvestment Act allowed construction to begin a year earlier than expected. The project was carefully designed to withstand the maximum credible earthquake for the region, improve traffic safety and improve access to the Presidio and Golden Gate National Recreation Area.

PHASE I CONSTRUCTION: Construction of the parkway has been divided into two major phases in order to keep traffic moving during the replacement. During Phase I, crews replaced a bridge on Highway 1 north of the MacArthur Tunnel, completed the southbound High Viaduct along Highway 101, and completed the new southbound Battery Tunnel and a temporary bypass. The project achieved seismic safety in April 2012 following a 57-hour weekend closure of Doyle Drive, during which parts of the old roadway were removed and traffic was shifted onto the completed southbound structures and the temporary bypass. Phase I construction was delivered through the traditional design-bid-build financial model typically used in California.

continued other side

Top left: The Battery Tunnels' grass-covered tunnel tops will create an expanded recreation area, connecting the historic batteries to Lincoln Boulevard and the San Francisco National Cemetery. The southbound Battery Tunnel (right, in photo) was completed in 2012 and currently carries both north and southbound traffic. The northbound Battery Tunnel will be complete in late 2015. Top right: The northern portion of Highway 101 will be realigned to connect with the new High Viaducts and will include enhanced roadway safety features, such as a landscaped median between the north and southbound roadways and safety shoulders. Bottom: Crews place reinforcing steel atop the first of the two Main Port Tunnels.

Contact Us

- For questions about the Presidio Parkway project, contact Abbigail Brown at CPM Logistics. Call 510-978-4300 or email to: abbigail@cpmlogistics.net
- SFCTA Deputy in charge: Lee Saage, 415.522.4812
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103



Scan for project web page

PHASE II CONSTRUCTION: Phase II construction began in summer 2012 to complete the remaining elements of Presidio Parkway, including the northbound High Viaduct and Battery Tunnel, the Main Post Tunnels, the realignment of the Highway 1/101 Interchange, and the new Girard Road Interchange, providing direct connection with the Presidio. In order to achieve greater schedule and budget certainty, and to provide the expected level of operations and maintenance service, Phase II is being delivered through the state's first public-private partnership (P3). The developer, Golden Link Concessionaire, was selected to design, build, finance, operate and maintain the project for 30 years while Caltrans and SFCTA maintain an oversight role. This P3 method of delivery was selected to reduce costs, free up state funding for other uses, transfer cost-overrun risks to the private developer, and ensure a high maintenance standard during the 30-year contract. Phase II, including restoration and landscaping, is expected to be complete in 2016.

Construction Update | September 2014

Construction is ramping up on the East End of the Presidio Parkway, with the Low Viaducts beginning to take shape. Closer to the Golden Gate Bridge, concrete is being poured for the roadway bed of the High Viaduct, which will soon be connected to the Highway 1/101 interchange.

Project Capital Costs

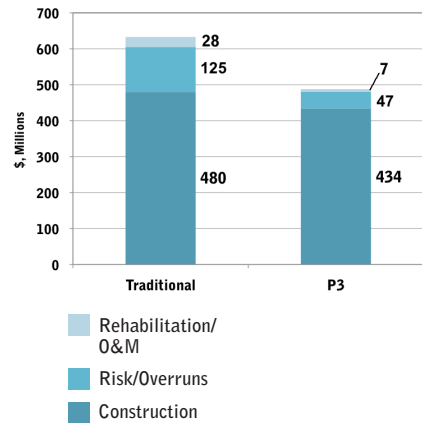
	Phase I	Phase II Public-Private Partnership
Environmental	\$27,800,000	—
Development and Design	\$50,100,000	—
Right of Way	\$83,800,000	—
Transaction, Construction Management and Oversight	\$59,100,000	\$37,400,000
Construction	\$274,400,000	—
Construction Completion Milestone Payment	—	\$185,400,000
TIFIA Tranche A Loan Repayment	—	\$91,000,000
TIFIA Tranche B Loan Repayment	—	—
Reserve	\$1,100,000	\$46,500,000
Availability Payments	—	—
TOTAL	\$496,300,000	\$360,300,000

Project Funding

Federal Grants	\$70,800,000	\$5,900,000
American Recovery and Reinvestment Act	\$86,700,000	\$46,000,000
State Highway Operations and Preservation Program	\$197,100,000	\$72,200,000
State Highway Account	—	—
Transportation Congestion Relief Program	\$15,000,000	—
Prop K Sales Tax	\$29,600,000	\$36,000,000
Regional Improvement Program	\$17,100,000	\$67,000,000
State Local Partnership	—	\$19,400,000
Metropolitan Transportation Commission Bridge Tolls	\$80,000,000	—
Metropolitan Transportation Commission STC/CMAQ	—	\$34,000,000
Golden Gate Bridge Highway and Transportation District	—	\$75,000,000
Transportation Authority of Marin	—	\$4,000,000
Sonoma County Transportation Authority	—	\$1,000,000
TOTAL	\$496,300,000	\$360,500,000

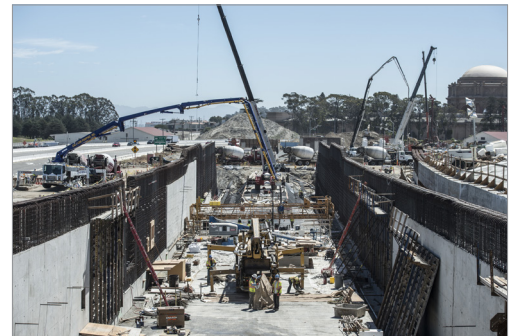
NOTE: Funds for the Phase II Public-Private Partnership will be used to make a single milestone payment of \$185 million to the concessionaire upon completion of construction and an additional payment of \$91 million to defray Tranche A of a federal loan provided through the Transportation Infrastructure Finance and Innovation Act (TIFIA). Annual availability payments not to exceed \$22.1 million will also be made that include repayment of Tranche B of the TIFIA loan as well as operations and maintenance of the facility over the 30-year concession period.

Cost Comparison of Financing via the Design-Bid-Build (Traditional) method vs. a Public-Private Partnership (P3)



Schedule

Date	Milestone
Oct 2008	Final EIS/R
Dec 2008	SFCTA Board certifies the FEIS/R and files Notice of Determination
Dec 2008	Federal Record of Decision, completing the environmental process
Dec 2009	Phase I construction begins
2012	Phase II construction begins
2016	Construction and Final Landscaping complete; Project complete



Top: Concrete being pumped as a continuous placement in the northbound Main Post Tunnel. The dome of the historic Palace of Fine Arts, built as part of the 1915 Panama-Pacific International Exposition, is just visible to the right in the background. Bottom: Specially designed steel fins are placed as bridge falsework is erected. These steel plates carry part of the load of the bridge deck, allowing design of a thinner bridge section.